

**From:** [DeBord, Steven](#)  
**To:** [Duncan, Allen](#)  
**Subject:** FW: ECT Certification  
**Date:** Wednesday, September 15, 2021 4:09:06 PM

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Steven D. DeBord

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**From:** DeBord, Steven <DeBord.Steven@epa.gov>

**Sent:** Thursday, May 10, 2012 6:40 AM

**To:** Trevor Milton <trevor@dhybrid.com>

**Cc:** Tim Hunt <tim@dhybrid.com>; Timothy Hunt (b) (6)

**Subject:** Re: ECT Certification

Trevor,

I believe I have caused considerable confusion: I misinterpreted a statement received from industry that led me to believe an EO had been issued to Peake for the 2010 ISX/SCR.

To the best of my knowledge, to date there has been no EO or CoC issued for any alt fuel conversion on this engine family.

My apologies for this confusion.

Steve

Steven D. DeBord

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From: Steven DeBord/DC/USEPA/US

To: Trevor Milton <trevor@dhybrid.com>

Cc: Tim Hunt <tim@dhybrid.com>, Timothy Hunt (b) (6)

Date: 05/09/2012 06:50 AM

Subject: Re: ECT Certification

I understand that the company may go by Peake or ECT. ARB has issued an EO to Peake. EPA has not issued any CoC on this engine and I cannot comment on whether an application is pending or not.

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From: Trevor Milton <trevor@dhybrid.com>

To: Steven DeBord/DC/USEPA/US@EPA

Cc: Tim Hunt <tim@dhybrid.com>, Timothy Hunt (b) (6) >

Date: 05/08/2012 05:40 PM

Subject: ECT Certification

Steven,

I had Tim Hunt, our in-house EPA point of contact, reach out to you regarding ECT's claim they have the 2010 Cummins ISX duel fuel CNG / Diesel engine certified by CARB and were waiting EPA certification final approval from the EPA.

dHybrid does not want to pursue a duel fuel CNG / Diesel engine family that another company is coming to market with right now. So if they have in fact received their EPA certification, or passes emissions for the 2010 Cummins, dHybrid would jump on the detroit engine at that point.

Thanks for looking into that for me, and hope you are doing well. Let me know what you find.

Trevor Milton

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Trevor Milton

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